



MARCH 2006

*"Those who would sacrifice liberty for security
deserve neither." Benjamin Franklin*

MARCH 11th MEETING

It's our annual trek to Marengo to see Mike Kellner's **B-17 project**. Meet at Galt at 10 AM, leave for Marengo at 10:15. Lunch on the way home. **This is a favorite – don't miss it!**

Is your aircraft properly registered? Check at:
<http://registry.faa.gov/aircraftinquiry>

FEBRUARY MEETING



It was our annual **"Valentines Hangar Party and Pasta Potluck"**. More pictures on p. 3 of the E-mail and Web Site editions: www.eaa932.org



Have you, or someone you know, been flying for 50 yrs or more? Check out the Master Pilot Award at:
http://www.faa.gov/safety/awards/wright_bros/

HEADS UP FOR APRIL

The April 8th meeting is our annual CLEAN-UP, FIX-UP, PAINT-UP SESSION. If the weather is nice, we'll fly out for lunch; otherwise we'll "do Dusty's".

IF YOU LIKE BOB HOOVER . . .

...You'll like this – and here's a tip on how to handle long addresses like this that aren't "links" that you can just click on:

1. Select (highlight) the text but no extra characters or spaces
2. Press CTRL + C
3. Open your browser, empty the address line, insert the cursor and press CTRL + V, then ENTER.

Try it!

http://youtube.com/watch?v=vQpVI_aldB0&search=aircraft

EAA AIR ACADEMY SCHOLARSHIP CONTEST

The Chapter EAA Air Academy Scholarship Contest ended February 28. Stand by for the results which will be posted on our web site (www.eaa932.org) around the middle of March.

MORE ON ERCOUPES



The third and last of an excellent series of articles by John Roach and Don Sword, both EAA 932 members and Ercoupe owners, concludes on page 2 of this issue.

By coincidence, the latest **AOPA PILOT**'s cover story is on the same subject – check it out. Also in that issue, see page 40. Fellow former TWAer pal Barry Schiff talks about the FAA Wright Brothers Master Pilot Award.

And if you're not an AOPA member (shame on you) join today, call 1-800-USA-AOPA (872-2672) or visit www.aopa.org/join.

– Ed.

THOUGHTS ON FLYING THE COUPE

PART III

By Don Sword and John Roach

Most Ercoupes are rapidly approaching sixty years of age. But, as owners will tell you, they have stood the test of time. Ercoupes still look good on the ramp and well maintained Coupes are still among the easiest and the safest airplanes to fly. Designed prior to WWII, ten different models were produced by five different companies between 1940 and 1970. According to the Ercoupe Owners Club, a total of roughly 6000 Coupes were produced. While the number of Ercoupes actually flying today is not accurately known, estimates suggest that fewer than half are still airworthy.

It is next to impossible to tell the different Ercoupe models from one another without a very close inspection. (Except for the fifty-nine Mooney M-10 Cadets built under an Ercoupe Type Certificate having only one vertical tail.) Over two thirds of all the Coupes were built in 1946 (4,311) as Model 415-Cs. These 415-Cs built in 1941 and 1946, with a gross weight of 1260 lbs, were originally powered by Continental C 75 engines. The 415-Cs and the 368 Model 415-CDs are the only Sport Pilot eligible Ercoupes. All later models were manufactured and sold with gross weights of 1400 or 1450 lbs. However, many 415-Cs have been modified to "D" models, giving them a gross weight of 1400 lbs. These later model and modified Coupes are not Sport Pilot eligible.

In common with most other classic aircraft, owning an Ercoupe poses several major problems. Incomplete documentation, availability of parts, and airframe corrosion are among the most serious.

Over time, log books have a way of disappearing, often following an owner's death or after several years of non-flying. Additionally, the FAA's documentation requirements have changed since the time of the CAA when all the registration numbers began with NC. And, most Ercoupes have been subjected to upgrading, especially when they were relatively new, as new upgrades (i.e., modifying a Continental C 75 to a C 85) became available. While these changes may be allowed, they should be documented in the aircraft log books and, if required, approved by submitting a 337 Form into the aircrafts records.

Availability of parts concerns both the engine and the airframe. Continental no longer supports the C-65, 75 and 85 Series engines. While many parts are available from aftermarket suppliers, crankshafts, crankcases, and some major engine accessories are difficult to find. Serviceable used parts are sometimes available or in some cases the 337 process may be used to qualify substitute parts. Replacement airframe parts are available from Univair the current type certificate holder. However, serviceable used parts are often much less expensive.

Corrosion is a problem with all aircraft and, the older the plane, the more difficult the problem. Aircraft that have spent most of their life hangared in dry, inland locations are least likely to have corrosion problems. For Ercoupes, the wing spars are subject to two repetitive wing corrosion ADs. The best corrosion prevention seems to be hangar your plane, fly it often, maintain it properly, and have it thoroughly inspected each year.

If you are thinking of buying an Ercoupe, we offer the following advice to be used before you start looking at aircraft:

- * Join the Ercoupe Owners Club and learn as much about Coupes as you can.
- * Regularly visit Ercoupers.com and learn more about Coupes.
- * Find an IA who is knowledgeable about Coupes or interested in them
- * Fly the Coupe. Find an owner and see what a Coupe feels like in the air. It's cozy for two but a fantastic view, especially with an open cockpit. Most owners will be more than happy to talk about their planes and provide a free ride to interested pilots.
- * Insist on a through pre-purchase inspection or even an annual conducted by your IA. This inspection should include a complete review of the log books, the FAA aircraft documentation and any other available paper work. The inspection can even include recommendations of necessary steps to correct deficient records.

When flying our Coupes, it's hard to believe that we're in a design that's almost 70 years old and planes that are within months of 60 years old. Cruising at 105 mph on a little less than 5 gallons per hour is what flying the Coupe is all about.

CHAPTER CALENDAR

Join us for coffee at 9:30 prior to meetings!

MAR 11 B-17 PROJECT FIELD TRIP (meet @ 932 Hgr. 10 AM)
APR 4-10 SUN 'n FUN Lakeland FL. www.sun-n-fun.org
APR 8 EAA 932 MEETING 10 AM (clean up/fix up day)
APR 29 FLY IN/DRIVE IN SAFETY SEMINAR 8:15 AM
MAY 13 EAA 932 MEETING 10 AM (film)
MAY 19, 20, 21 OSHKOSH WORK WEEKEND
JUN 10 EAA 932 MEETING 10 AM (nom. comm. for Sec/Tres)
YOUNG EAGLES 11 – 4 PM
JUN 17 EAA 932 FLY IN (nearby Chapters, antique/classic owners picnic on "Lake Galt" 11 to 3 PM)
JUN 23, 24, 25 OSHKOSH WORK WEEKEND
JUL 8 EAA 932 MEETING 10 AM (film)
JUL 24-30 AirVenture 2006 Oshkosh, WI www.eaa.org
AUG 12, 13 FLYERS & TIRES
SEP 9 EAA 932 MEETING 10 AM YOUNG EAGLES 11 – 4 PM
SEP 30 FLY IN/DRIVE IN SAFETY SEMINAR 8:15 AM
OCT 14 EAA 932 MEETING 10 AM prep for **CHILIFEST 6 PM**
NOV 11 EAA 932 MEETING 10 AM (election of officers, film)
DEC 9 EAA 932 MEETING 10 AM (film)

PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org

EAA: www.eaa.org

FAA: www.faa.gov

EAA 932: www.eaa932.org

IL DOT: www.dot.state.il.us/aero/index.html

WI DOT: www.dot.wisconsin.gov/travel/air/genral.html

EAA 932 Meetings 2nd Saturdays @ 10 AM
Young Eagles Jun 10 & Sep 9 or by app. Contact any
Chapter officer or director (box below)

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. **Articles may be reprinted if credit is given.**

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THREE RETIRED PILOTS by JH,sr.

Oscar: "One stormy night I was deadheading home from a trip on a B-727. Sitting next to me was a man in the grip of serious white-knuckle fever as he peered through his porthole to watch the wing bending and flexing in the moderate (or better) turbulence."

"I tried to reassure him that there was nothing to worry about, that I knew a little something about airplanes and I was sure the pilots had everything under control."

"Captain", he said, "I know a little about planes myself. I'm a structures engineer at Boeing and I'm not so sure we designed this aircraft to do what it is doing."



EAA Chapter 932
Galt Airport - Greenwood, IL
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*Pictures from our Valentines Hangar Party (Pasta Potluck)
February 11, 2006*



John Roach



Larry Dagley



George and Tom



The Hoffmans



The Swords



We get a look at the new Maintenance Hangar - NICE!



Sharon & Avery Hill



Larry & Don are briefed by Joe



Good night Ladies



And a good time was had by all - Join us next year!